



## Denel gets green light for BO MRO

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Denel Aviation has received the green light from the South African Civil Aviation Authority (SACAA) to perform maintenance, repair and overhaul (MRO) work on the widely used MBB BO105 helicopters.

This follows a rigorous audit process conducted by the SACAA to ensure that Denel Aviation meets the requirements to perform the work on the light, twin-engined utility helicopter built by Eurocopter.

Mike Kgobe, Denel Aviation's CEO said at the Africa Aerospace and Defence 2010 show at AFB Ysterplaat the audit was carried out in May and approval granted in early June. In terms of an earlier agreement with Eurocopter Southern Africa Limited (ESAL) the BO105 capability was transferred from ESAL to Denel Aviation

(DA) and the geographical market was extended to include the whole of Africa.

"Various markets in Africa have been identified with discussions in process with prospective clients, the BO105 accreditation is yet another recent achievement of the company that highlighted its status as the leading aircraft MRO organisation in Africa," says Kgobe.

Denel Aviation is already the only accredited service centre for Lockheed Martin C130 and L100 aircraft on the continent and for Super Puma dynamic components as fitted on the Denel Oryx Helicopter.

The BO105 accreditation extends the range of MRO work that Denel Aviation performs on Eurocopter products that until now also included the Alouette III, Puma and the Squirrel.

The MBB BO105 is one of the helicopters used by the SA Police Service (SAPS), currently operating a fleet of fourteen. Following the SACAA audit the first BO105, ZS-RBA, arrived at Denel Aviation's facilities in Kempton Park for a 100-hour inspection and was delivered in time to provide support for the World Cup Soccer. ZS-HNW, based at Potchefstroom, is currently undergoing its 100-hour inspection.

In the past these helicopters were maintained by both the SAPS and Eurocopter Southern Africa. A Technical Agreement was signed with Eurocopter in 2006 with Denel Aviation being accredited for O and I level maintenance on the Puma and Alouette and D level for the Oryx dynamic components. The O and I level accreditation was extended to include the AS350 during 2009 and it was then decided to transfer the BO105 capability from ESAL to DA and also extending the geographical market to include the whole of Africa.

As with any accreditation, SACAA approval is a requirement and a prerequisite for the audit is to ensure that technicians have had training, both theory and six months practical on type, after which the technician needs to take the necessary examination. Tooling and documentation are also a requirement.

"An internal audit is carried out by our quality department and only once that they are satisfied that we have met all the requirements, can we request the SACAA to carry out their audit," says Kgobe.